

Station 3 Summary

Discussion and Summary

The purpose of Station 3 was a discussion of parking and the impacts of parking provisions within the District and the surrounding neighborhoods. The discussion was divided into four major areas of interest: the existing number of parking spaces (as illustrated on one of the boards), the landscaping requirements for parking in the historic core, and a final series of panels illustrating different treatment meant to elicit feedback about the adequacy of different approaches.

The primary points of discussion during the open house touched on the adequacy of parking in the historic core. While many were of the opinion that not enough parking exists, others expressed frustration over what they saw as too much effort to include parking at the cost of historic character. The parking underneath a recently approved structure was noted again and again as problematic.

With regard to landscaping, most participants seemed to agree that more should be done to improve the aesthetics of parking areas, particularly those located at the back of the lots along Blacksmith Lane.

Significant comments included:

- Need to ensure that landscaping requirements do not reduce walkability of area, primarily due to fences that might cut off access;
- Lack of sidewalks along lanes;
- Some concerns about the speed of traffic through the area, with several participants voicing the idea of turning Blacksmith Lane into a one-way street to reduce traffic flow through the area;
- Concern that the design standards for parking areas resulted in fewer available parking spaces due to more onerous landscaping requirements;
- Some general concern over the safety of lanes in the area, with some participants noting that lack of sidewalks meant having to walk with children in the street.

Other points of note included:

- Creation of a total pedestrian environment of certain lanes/alleys;
- Notion of usually traditional stone walls at edge of parking areas, both as an aesthetic measure and as a means of ensuring gravel on lots does not wash into the lanes.

Written Comments

The following are the written comments from the display boards provided by participants that attended the Public Open House on Tuesday, October 4, 2016.

Board 1- Required Parking

- No comments

Board 2 - Parking and Rear Transitions – Parking Lot Landscape

- No structured parking
- Note that in addition to the peninsula landscape, there's street-side landscaping all along Franklin – definitely metered.

Board 3 - Parking and Rear Transitions – Rear Transitions

- Shared parking
- Make Spring Hill pedestrian-only crossing at High St, walkway to Kiwanis Park.

- Consider more one-way streets
- Too commercial, not 'historic' (*in reference to rear transition on Spring Hill Lane at Blacksmith Lane*)
- Drainage issues must be included and retrofitted
- Why aren't dumpsters required to have fences or plantings to disguise them? This is really ugly. (*in reference to trash dumpsters on a site without screening*)
- Love the planters and trees (please don't use trees that drop berries or seeds)
- This is attractive. Have you noticed how hard it is for the big restaurant supply trucks to unload here? Cars can't see them until after turning corner. *valet parking booth, landscape. (*in reference to valet parking booth and streetscape on Darby Street*)
- Speeding is a problem in Old Dublin.
- Enforce existing codes as well as new codes. So important!
- Close some alleys and make them totally a pedestrian walk.
- Trees are more successful in larger islands
- Business that back into residential need stricter trash collection/set-out requirements. Smell and visual aesthetics currently unacceptable.

Board 4 - Parking and Rear Transitions – Rear Transitions at Lanes

- More trees /landscaping of parking areas along Blacksmith Lane. Either interior or exterior, whatever works
- Use more stone ledges (?)
- Stone walls = good. Gravel = fine. Must retain stone in any rain, snow, etc.
- Need to prevent gravel from washing over Blacksmith Lane into residential property.
- Please leave some alleys for people walking – please.
- Go back to stone wall" (*in reference to an arrow drawn pointing to left side of Blacksmith*)
- More of this" (*in reference to an arrow drawn pointing to stone wall*)
- Businesses should be responsible for runoff of stone from parking
- This shouldn't be allowed. Should be a landscape buffer for the adjacent residential.
- Parking areas must consider egress and moving vehicle space. Many parking areas are accessed by inadequate streets.
- inadequate dynamic space
- Shut down Blacksmith access either direction at 161, or make Blacksmith wind through parking to eliminate straight shot shortcut.

Board 5 - Parking and Rear Transitions

Perimeter Landscape Buffer

- More seating areas should be used as a relief in landscape buffers along sidewalks (*in reference to landscape screen plan*)
- No commercial 'island' in parking – use soft 'walls' perennial bed instead to preserve number of parking spaces

Surface Parking Buffer

- Look at centralizing parking as option for parking in each lot in business core/core II
- Keep it walkable. No fences. Reduce requirements for 'island' and bush transitions.
- For any right-of-way should be a minimum of a shrub buffer.

Board 6 - Parking and Rear Transitions - Existing Parking Spaces

- Agree with ideas for one-way streets (like Blacksmith and other side streets). Also – sidewalks next to parking
- The pedestrian crossing is becoming very unsafe – esp. for children. Should consider underground tunnels – at least one on High and one on Bridge
- 2-story garage, what happened?
- One way street on Blacksmith
- No one street
- Any on-street parking must have accompanying pedestrian space. Example: Franklin street parking forces pedestrians into the street or yards.